

Note: Shaded questions are previously answered.

Question #	RFP Reference	Question	Date Received	Answer	Addendum Needed or Actual Addendum
1	ITP	There is no Form B?	9/22/2010	Forms B, C, and E are posted in Addendum # 1	1
2	Appendix T1	Why is Collision Data removed?	9/23/2010	Proposers, Contractors, Attorneys, claims adjustors, insurance companies, and consultants (even if working for the state) must put their requests for accident data in writing, in accordance with procedures set forth by the Transportation Data Office (TDO) in Olympia. The Request for Collision Data (DOT Form 780-032 EF), which includes the Section 409 waiver, must be signed and submitted by mail, memo or via fax (206-440-4804) to TSM. WSDOT Northwest Region staff – TSM will accept requests via e-mail, and memo. TSM contact engineer is Nafisa Peshtaz, 206.440.4346 or Maan Sidhu, 206.440.4345.	1
3	Appendix M1	What is the change in Plan Sheet PD1?	9/23/2010	Grade Transition D was changed.	1
4	Chpater 2.16	Is there any conceptual Illumination/ITS evaluation done by WSDOT?	10/12/2010	Illumination/ITS conceptual evaluation will be posted by Addendum. Also, WSDOT is preparing Sign Inventory and will be posted by addendum.	Yes
5	Chapter 2.7 and Appendix J2	PRM says 3 bridges will be overlaid vs. RFP and Plans show nothings?	10/12/2010	RFP and Plans are correct that no bridges will be overlaid.	No
6	Chpater 2.8	Will this project require an NPDES permit?	10/12/2010	Yes, and that it will be the design-builder's responsibility to obtain.	No
7	Section 1-01.3(1) and Section 2.8.4.1	Can you clarify "Impacts to Environmentally Sensitive Areas"?	10/19/2010	There will be no impacts to waters of the US (waters of the US = wetlands, streams, and jurisdictional ditches). The issue of permanent and temporary is only relevant for the buffer issue.	No
8	2.1.1.7	What are the anticipated dates of construction for the projects listed in this section?	10/27/2010	See Hotspot Graphic in Appendix T1 provided in Addendum #1.	No
9	2.24	Page 197 - ROW: Will direct access be allowed from outside WSDOT ROW to WSDOT ROW?	10/27/2010	Breaks in I-5 limited access are not precluded within the RFP. The Design Builder may request an access break thru WSDOT and the Federal Highway Administration (FHWA).	No
10	2.7 and 2.11	Is Portland Cement Concrete Pavement (PCCP) an acceptable alternate to elements of work called out to be HMA?	10/27/2010	Any change to the pavement design requires an ATC and WSDOT will evaluate specific requests for a change in the pavement design on a case by case basis thru the ATC process.	No
11	2.22	Will WSDOT allow the following with Northbound I-5 traffic: A. Detour to SR99?	10/27/2010	A. A detour on SR 99 was discussed with local agencies and they were not receptive to the idea given the condition and geometrics of SR 99. Nothing in the contract precludes a detour onto SR 99. However, the Design Builder would be responsible for completing a Detour Agreement thru all local agencies before approval of the detour would be granted by WSDOT.	No
		B. Cross over to Southbound I-5 with traffic split?		B. WSDOT is receptive to a split of SB I-5 traffic with temporary barrier.	
12	2.13.1	Page 85 states the "bridge approaches identified in this section" yet not approach slabs are identified and are not discussed in the bridge section. Can a description be added?	10/27/2010	More information and clarification on approach slab requirements will be forth coming in a future addendum.	Yes
13	ITP	Is it the intent of WSDOT on ITP Page 4 that to pass the DBE Performance Plan must satisfy both Good Faith Efforts and sufficient DBE participation to achieve the 10% goal to pass this section?	11/15/2010	The goal is not a quota. It is a requirement to make specific efforts that encourage DBE participation. Some of this effort may occur during the proposal stage. The best test of these efforts is that the Design Builder meets the goal. However, in advance and absent of meeting the goal during the progress of the work WSDOT is asking for submittal of the DBE performance plan. If the goal is not being met as the project progresses the DBE plan describes what corrective actions the Design Builder will be making.	No

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14	Section 5-01 of Standard Specifications and Standard Plan A-60.20-00	For Dowel Bar Retrofit and Overlay Section (MP 231.79 to MP 234.08), Page 37 of 286, Line 45 "Dowel bar retrofit shall be in accordance with Section 5-01 of Standard Specifications and Standard Plan A-60.20-00, Section B" Per the standard plan, it shows only one lane requiring Dowel bar retrofit. Page 33 of 286, Line 15 thru 22, implies planing and overlaying both traveled lanes. Are we doing Dowel bar retrofit to only one lane and planing and overlaying both lanes?	11/15/2010	The standard plan for dowel bar retrofit is representing the method not location. See conceptual plans specifying that both lanes will be dowel bar retrofit.	No
15	2.19	Does the area inside the Bow Hill Rest area need to be re-signed?	11/15/2010	See Addendum 8	8
16	standard specification 5-04.3(16)	The project has a no paving window of October 1st to April 15th which is more restrictive than the standard specification 5-04.3(16) which says "HMA for wearing course shall not be placed on any Traveled way beginning October 1st through March 31st of the following year without written approval from the Project Engineer." Can the construction season be expanded to allow construction of extruded asphalt curb, guard rail, minor grading, shoulder sweetening (addition of shoulder ballast/crushed surfacing base course at the guardrail vicinity), bridge approach slabs, illumination and ITS items?	11/15/2010	The winter shutdown period does not coincide with the paving window defined in the Standard Specifications. The winter shutdown period was lengthened to avoid construction impacts to regional events that occur between April 1 and April 15. Any construction activity proposed to occur during the winter shutdown period would need to be approved through the ATC process.	No
17	Appendix M1	The conceptual plans could be read to imply that the entire mainline will have new HMA extruded curb. Is that WSDOT's intent or is only the existing curb to be replaced? Does WSDOT have any data on the current location of the existing HMA extruded curb?	11/15/2010	This was addressed in Addendum #7. See the revised note on conceptual plans.	7
18	Chapter 2	The as-builts for the bridges at Cook Road, Bow Hill Road and Alger (bridges which are slated for bridge rail retrofits) show 3 foot sidewalks and the Chapter 2 Technical Requirements require that we meet ADA standards. Confirm that you do not want these bridge sidewalks brought up to ADA standards.	11/15/2010	WSDOT is not requesting these sidewalks be brought up to ADA standards.	No

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19	2.16.3.1	For Illumination Section 2.16.3.1 Design-Builder Personnel this section was deleted and replaced with" Intentionally Omitted" by Addendum 5. Does ITS Section 2.18.3.1 Design-Builder Personnel pages 121 and 122 still apply or should this be deleted and be replaced with "Intentionally Omitted" also? Is there any ITS work required on the project?	11/15/2010	The only ITS scope required by the project is to preserve the existing ITS features. There is minimal ITS infrastructure within the project limits.	No
20	Addendum 6	The fourth sentence of item #13 in Addendum #6 states "the southbound signing's removal and replacement should include; Bow Hill rest area and all SB on/off ramps within project limits." What is specifically meant by the SB on/off ramps , within project limits? We assume the signing removal and replacement is only within the paving limits for the SB ramps and the rest area and does not include other advance signing for the ramps. Is this correct?	11/15/2010	Yes. The signing removal and replacement is only within the paving limits of the ramps.	6
21	Addendum 5	Per Addendum 5 two existing luminaire standards and their foundations are to be removed and replaced per WSDOT Design Manual, Chapter 1040 at the northbound off-ramp Bow Hill rest area. It says that the Design-Builder is to evaluate and provide illumination at that location. Are we to evaluate and provide illumination upgrades if needed at other locations for this rest area and at the interchanges?	11/15/2010	WSDOT completed an illumination assessment of the project and only those two luminaries were identified as needed for replacement. Illumination at other locations on the project should not be needed.	5
22	General	"Will a asphalt escalation be paid on this project? On past design build projects WSDOT has allowed asphalt escalation despite the fact that it wasn't specifically included in the specifications. It is typically part of the spec on WSDOT Design Bid Build projects that are longer than a one year"	11/15/2010	An asphalt escalation clause will not be included in the contract.	No

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23	2.19	Based on the exclusion of language concerning the Bow Hill Rest Area, this Addendum seems to indicate that the replacement does NOT include signing that faces the southbound mainline. Is it correct to assume that mainline signing associated with the ramps (advance guide signs, exit direction signs, exit gore signs, and ramp speed signs, as in the case of the rest area) are not subject to replacement?	11/19/2010	The only signs to be replaced in the vicinity of the southbound Bow Hill Rest Area are the signs adjacent to the paving limits of the southbound off ramp and on ramp. Signs within the rest area do not need to be replaced.	No
24	2.19	Concerning southbound ramp signing, please confirm that we will only be required to replace signs facing traffic that has chosen to take a southbound exit or facing those viewing the ramp against the direction of travel. Please verify that we should exclude southbound exit gore signs from those replacements.	11/19/2010	All signs adjacent to the paving limits show in the conceptual plans for the southbound ramp paving shall be replaced	No
25	2.19	Should we assume replacement of all wood sign posts, even those supporting MIS and AAH signs, regardless of condition and compliance with standards?	11/19/2010	All sign posts and foundations that do not meet current design standards, including Northwest Region standards, shall be replaced.	No
26	2.19	What are the criteria for determining the retention of steel posts supporting MIS and AAH signs?	11/19/2010	All sign posts and foundations that do not meet current design standards, including Northwest Region standards, shall be replaced.	No
27	2.19	What are the criteria for determining the retention of steel posts for typical northbound signing? If the posts will be supporting a sign of the same size as the existing sign, may we assume that they could remain, regardless of the design? Is there a preferred method for inspecting these supports to determine adequacy?	11/19/2010	All sign posts and foundations that do not meet current design standards, including Northwest Region standards, shall be replaced.	No

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28	2.19	As we read it, the only signs related to the northbound rest areas that will be replaced are the northbound advance, exit direction, gore, and merge signs, as well as any mainline guide and regulatory signs downstream of the entrance ramp. No southbound signs related to the rest areas will be replaced, is that correct?	11/19/2010	All signs adjacent to the paving limits of the northbound off ramp and on ramp at Bow Hill Rest Area shall be replaced. Signs within the rest area do not need to be replaced.	No
29	2.19	Is it correct to consider the chevrons on the ramp from I-5 NB into to the northbound rest area to be considered “within the rest area” and therefore NOT subject to replacement?	11/19/2010	The chevrons shall to be replaced.	No
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